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where M_{RL} =mass emissions from the running loss test (see §86.134), g.

(d)(1) For the full three-diurnal test sequence, there are two final results to report:

(i) The sum of the adjusted total mass emissions for the diurnal and hot soak tests ($M_{DI}+M_{HS}$); and

(ii) The adjusted total mass emissions for the running loss test, on a grams per mile basis= M_{RL}/D_{RL} , where D_{RL} =miles driven for the running loss test (see §86.134-96(c)(6)).

(2) For the supplemental two-diurnal test sequence, there is one final result to report: the sum of the adjusted total

mass emissions for the diurnal and hot soak tests ($M_{DI}+M_{HS}$), described in §§86.133-96(p) and 86.138-96(k), respectively.

[58 FR 16043, Mar. 24, 1993, as amended at 59 FR 48510, Sept. 21, 1994; 60 FR 34348, June 30, 1995; 60 FR 43897, Aug. 23, 1995]

§ 86.144-90 Calculations; exhaust emissions.

The final reported test results shall be computed by use of the following formula:

(a) For light-duty vehicles and light duty trucks:

$$Y_{wm} = 0.43 \left(\frac{Y_{ct} + Y_s}{D_{ct} + D_s} \right) + 0.57 \left(\frac{Y_{ht} + Y_s}{D_{ht} + D_s} \right)$$

Where:

(1) Y_{wm} =Weighted mass emissions of each pollutant, *i.e.*, HC, CO, NO_x or CO_2 , in grams per vehicle mile and if appropriate, the weighted total hydrocarbon equivalent mass in grams per vehicle mile.

(2) Y_{ct} =Mass emissions as calculated from the "transient" phase of the cold start test, in grams per test phase.

(3) Y_{ht} =Mass emissions as calculated from the "transient" phase of the hot start test, in grams per test phase.

(4) Y_s =Mass emissions as calculated from the "stabilized" phase of the cold start test, in grams per test phase.

(5) D_{ct} =The measured driving distance from the "transient" phase of the cold start test, in miles.

(6) D_{ht} =The measured distance from the "transient" phase of the hot start test, in miles.

(7) D_s =The measured driving distance from the "stabilized" phase of the cold start test, in miles.

(b) The mass of each pollutant for each phase of both the cold start test and the hot start test is determined from the following:

(1) Hydrocarbon mass:

$$HC_{mass} = V_{mix} \times \text{Density}_{HC} \times (HC_{conc} / 1,000,000)$$

(2) Oxides of nitrogen mass:

$$NO_{xmass} = V_{mix} \times \text{Density}_{NO_2 \times H} \times (NO_{xconc} / 1,000,000)$$

(3) Carbon monoxide mass:

$$CO_{mass} = V_{mix} \times \text{Density}_{CO} \times (CO_{conc} / 1,000,000)$$

(4) Carbon dioxide mass:

$$CO_{2mass} = V_{mix} \times \text{Density}_{CO_2} \times (CO_{2conc} / 100)$$

(5) Methanol mass:

$$CH_3OH_{mass} = V_{mix} \times \text{Density}_{CH_3OH} \times (CH_3OH_{conc} / 1,000,000) \times$$

(6) Formaldehyde mass:

$$HCHO_{mass} = V_{mix} \times \text{Density}_{HCHO} \times (HCHO_{conc} / 1,000,000)$$

(7) Total hydrocarbon equivalent mass:

(i) THCE=

$$HC_{Mass} + \frac{13.8756}{32.042} (CH_3OH_{mass}) + \frac{13.8756}{30.0262} (HCHO_{mass})$$

(c) Meaning of symbols:

(1)(i) HC_{mass} =Hydrocarbon emissions, in grams per test phase.

(ii) $Density_{HC}$ = Density of hydrocarbons is 16.33 g/ft³ (0.5768 kg/m³), assuming an average carbon to hydrogen ratio of 1:1.85, at 68 °F (20 °C) and 760 mm Hg (101.3 kPa) pressure.

(iii)(A) HC_{conc} = Hydrocarbon concentration of the dilute exhaust sample corrected for background, in ppm carbon equivalent, *i.e.*, equivalent propane $\times 3$.

(B) $HC_{conc} = HC_e - HC_d(1 - 1/DF)$.

Where:

(iv)(A) HC_e = Hydrocarbon concentration of the dilute exhaust sample or, for diesel (or methanol-fueled vehicles, if selected), average hydrocarbon concentration of the dilute exhaust sample as calculated from the integrated HC traces, in ppm carbon equivalent.

(B) $HC_e = FID\ HC_e - (r)C_{CH_3OH_e}$

(v) FID HC_e = Concentration of hydrocarbon plus methanol in dilute exhaust as measured by the FID, ppm carbon equivalent.

(vi) r = FID response to methanol.

(vii) $C_{CH_3OH_e}$ = Concentration of methanol in dilute exhaust as determined from the dilute exhaust methanol sample in ppm carbon. For vehicles not fueled with methanol, $C_{CH_3OH_e}$ equals zero.

(viii)(A) HC_d = Hydrocarbon concentration of the dilution air as measured, in ppm carbon equivalent.

(B) $HC_d = FID\ HC_d - (r)C_{CH_3OH_d}$

(ix) FID HC_d = Concentration of hydrocarbon plus methanol in dilution air as measured by the FID, ppm carbon equivalent.

(x) $C_{CH_3OH_d}$ = Concentration of methanol in dilution air as determined from dilution air methanol sample in ppm carbon. For vehicles not fueled with methanol, $C_{CH_3OH_d}$ equal zero.

(2)(i) NO_{xmass} = Oxides of nitrogen emissions, in grams per test phase.

(ii) $Density_{NO_2}$ = Density of oxides of nitrogen is 54.16 g/ft³ (1.913 kg/m³) assuming they are in the form of nitrogen dioxide, at 68 °F (20 °C) and 760 mm Hg (101.3 kPa) pressure.

(iii)(A) NO_{xconc} = Oxides of nitrogen concentration of the dilute exhaust sample corrected for background, in ppm.

(B) $NO_{xconc} = NO_{x_e} - NO_{x_d}(1 - (1/DF))$.

Where:

(iv) NO_{x_e} = Oxides of nitrogen concentration of the dilute exhaust sample as measured, in ppm.

(v) NO_{x_d} = Oxides of nitrogen concentration of the dilution air as measured, in ppm.

(3)(i) CO_{mass} = Carbon monoxide emissions, in grams per test phase.

(ii) $Density_{co}$ = Density of carbon monoxide is 32.97 g/ft³ (1.164 kg/m³), at 68 °F (20 °C) and 760 mm Hg (101.3 kPa) pressure.

(iii)(A) CO_{conc} = Carbon monoxide concentration of the dilute exhaust sample corrected for background, water vapor, and CO₂ extraction, in ppm.

(B) $CO_{conc} = CO_e - CO_d(1 - (1/DF))$.

Where:

(iv)(A) CO_e = Carbon monoxide concentration of the dilute exhaust volume corrected for water vapor and carbon dioxide extraction, in ppm.

(B) $CO_e = (1 - 0.01925CO_{2e} - 0.000323R)CO_{em}$ for petroleum fuel with hydrogen to carbon ratio of 1.85:1.

(C) $CO_e = [1 - (0.01 + 0.005HCR)CO_{2e} - 0.000323R]CO_{em}$ for methanol fuel, where HCR is hydrogen-to-carbon ratio as measured for the fuel used.

(v) CO_{em} = Carbon monoxide concentration of the dilute exhaust sample as measured, in ppm.

(vi) CO_{2e} = Carbon dioxide concentration of the dilute exhaust sample, in percent.

(vii) R = Relative humidity of the dilution air, in percent (see § 86.142(n)).

(viii)(A) CO_d = Carbon monoxide concentration of the dilution air corrected for water vapor extraction, in ppm.

(B) $CO_d = (1 - 0.000323R)CO_{dm}$.

Where:

(ix) CO_{dm} = Carbon monoxide concentration of the dilution air sample as measured, in ppm.

NOTE: If a CO instrument which meets the criteria specified in § 86.111 is used and the conditioning column has been deleted, CO_{em} must be substituted directly for CO_e and CO_{dm} must be substituted directly for CO_d .

(4)(i) CO_{2mass} = Carbon dioxide emissions, in grams per test phase.

(ii) $Density\ CO_2$ = Density of carbon dioxide is 51.81 g/ft³ (1.830 kg/m³), at 68 °F (20 °C) and 760 mm Hg (101.3 kPa) pressure.

(iii)(A) CO_{2conc} =Carbon dioxide concentration of the dilute exhaust sample corrected for background, in percent.

(B) $CO_{2conc}=CO_{2e}-CO_{2d}(1-(1/DF))$.

Where:

(iv) CO_{2d} =Carbon dioxide concentration of the dilution air as measured, in percent.

(5)(i) CH_3OH_{mass} =Methanol emissions corrected for background, in grams per test phase.

(ii) $Density_{CH_3OH}$ =Density of methanol is 37.71 g/ft³ (1.332 kg/m³), at 68 °F

(20 °C) and 760 mmHg (101.3kPa) pressure.

(iii)(A) CH_3OH_{conc} =Methanol concentration of the dilute exhaust corrected for background, ppm.

(B) $CH_3OH_{conc}=C_{CH_3OH_e}-C_{CH_3OH_d}(1-(1/DF))$

Where:

(iv)(A) $C_{CH_3OH_e}$ =Methanol concentration in the dilute exhaust, ppm.

(B)

$$C_{CH_3OH_e} = \frac{3.813 \times 10^{-2} \times C_{CH_3OHR} \times T_{EM} [(A_{S1} \times AV_{S1}) + (A_{S2} \times AV_{S2})]}{A_{CH_3OHR} \times P_B \times V_{EM}}$$

(v)(A) $C_{CH_3OH_d}$ =Methanol concentration in the dilution air, ppm. (B)

$$C_{CH_3OH_d} = \frac{3.813 \times 10^{-2} \times C_{CH_3OHR} \times T_{DM} [(A_{D1} \times AV_{D1}) + (A_{D2} \times AV_{D2})]}{A_{CH_3OHR} \times P_B \times V_{DM}}$$

(vi) C_{CH_3OHR} =Concentration of methanol in standard sample for calibration of GC, µg/ml.

(vii) A_{CH_3OHR} =GC peak area of standard sample.

(viii) T_{EM} =Temperature of methanol sample withdrawn from dilute exhaust, °R.

(ix) T_{DM} =Temperature of methanol sample withdrawn from dilution air, °R.

(x) P_B =Barometric pressure during test, mm Hg.

(xi) V_{EM} =Volume of methanol sample withdrawn from dilute exhaust, ft³.

(xii) V_{DM} =Volume of methanol sample withdrawn from dilution air, ft³.

(xiii) A_S =GC peak area of sample drawn from dilute exhaust.

(xiv) A_D =GC peak area of sample drawn from dilution air.

(xv) AV_S =Volume of absorbing reagent (deionized water) in impinger

through which methanol sample from dilute exhaust is drawn, ml.

(xvi) AV_D = Volume of absorbing reagent (deionized water) in impinger through which methanol sample from dilution air is drawn, ml.

(6)(i) $HCHO_{mass}$ = Formaldehyde emissions corrected for background, in grams per test phase.

(ii) $Density_{HCHO}$ = Density of formaldehyde is 35.36 g/ft³ (1.249 kg/m³), at 68 °F (20 °C) and 760 mmHg (101.3 kPa) pressure.

(iii)(A) $HCHO_{conc}$ = Formaldehyde concentration of the dilute exhaust corrected for background, in ppm.

(B) $HCHO_{conc} = C_{HCHO_e} - C_{HCHO_d}(1 - (1/DF))$

Where:

(iv)(A) C_{HCHO_e} = Formaldehyde concentration in dilute exhaust, in ppm.

(B)

$$C_{\text{HCHOe}} = \frac{4.069 \times 10^{-2} \times C_{\text{FDE}} \times V_{\text{AE}} \times Q \times T_{\text{EF}}}{V_{\text{SE}} \times P_{\text{B}}}$$

(v)(A) C_{HCHOd} = Formaldehyde concentration in dilution air in ppm. (B)

$$C_{\text{HCHOd}} = \frac{4.069 \times 10^{-2} \times C_{\text{FDA}} \times V_{\text{AA}} \times Q \times T_{\text{DF}}}{V_{\text{SA}} \times P_{\text{B}}}$$

(vi) C_{FDE} = Concentration of DNPH derivative of formaldehyde from dilute exhaust sample in sampling solution, $\mu\text{g/ml}$.

(vii) V_{AE} = Volume of sampling solution for dilute exhaust formaldehyde sample, ml.

(viii)(A) Q = Ratio of molecular weights of formaldehyde to its DNPH derivative.

(B) $Q = 0.1429$.

(ix) T_{EF} = Temperature of formaldehyde sample withdrawn from dilute exhaust, $^{\circ}\text{R}$.

(x) V_{SE} = Volume of formaldehyde sample withdrawn from dilute exhaust, ft^3 .

(xi) P_{B} = Barometric pressure during test, mm Hg.

(xii) C_{FDA} = Concentration of DNPH derivative of formaldehyde from dilution air sample in sampling solution, $\mu\text{g/ml}$.

(xiii) V_{AA} = Volume of sampling solution for dilution air formaldehyde sample, ml.

(xiv) T_{DF} = Temperature of formaldehyde sample withdrawn from dilution air, $^{\circ}\text{R}$.

(xv) V_{SA} = Volume of formaldehyde sample withdrawn from dilution air, ft^3 .

(7)(i) $\text{DF} = 13.4/[\text{CO}_{2\text{e}} + (\text{HC}_{\text{e}} + \text{CO}_{\text{e}}) 10^{-4}]$ for petroleum-fueled vehicles.

(ii)

$$\text{DF} = \frac{100 \left(\frac{X}{x + y/2 + 3.76(x + y/4 - z/2)} \right)}{\text{CO}_{2\text{e}} + (\text{HC}_{\text{e}} + \text{CO}_{\text{e}} + \text{C}_{\text{CH}_3\text{OH}_{\text{e}}} + \text{C}_{\text{HCHO}_{\text{e}}}) 10^{-4}}$$

for methanol-fueled vehicles where fuel composition is $\text{C}_x \text{H}_y \text{O}_z$ as measured for the fuel used.

(iii)(A) K_{H} = Humidity correction factor.

(B) $K_{\text{H}} = 1/[1 - 0.0047(\text{H} - 75)]$.

(C) For SI units, $K_{\text{H}} = 1/[1 - 0.0329(\text{H} - 10.71)]$.

Where:

(iv)(A) H = Absolute humidity in grains (grams) of water per pound (kilogram) of dry air.

(B) $\text{H} = [(43.478)R_{\text{a}} \times P_{\text{d}}]/[P_{\text{B}} - (P_{\text{d}} \times R_{\text{a}}/100)]$.

(C) For SI units, $\text{H} = [(6.211)R_{\text{a}} \times P_{\text{d}}]/[P_{\text{B}} - (P_{\text{d}} \times R_{\text{a}}/100)]$.

(v) R_{a} = Relative humidity of the ambient air, percent.

(vi) P_{d} = Saturated vapor pressure, mm Hg (kPa) at the ambient dry bulb temperature.

(vii) P_{B} = Barometric pressure, mm Hg (kPa),

(viii)(A) V_{mix} = Total dilute exhaust volume in cubic feet per test phase corrected to standard conditions (528 $^{\circ}\text{R}$ (293 $^{\circ}\text{K}$) and 760 mm Hg (101.3 kPa)).

(B) For PDP-CVS, V_{mix} is:

$$V_{\text{mix}} = \frac{V_o \times N \times (P_B - P_4) \times 528}{760 \times T_p}$$

(C) For SI units,

$$V_{\text{mix}} = \frac{V_o \times N \times (P_B - P_4) \times 293}{101.3 \times T_p}$$

Where:

(ix) V_o = Volume of gas pumped by the positive displacement pump, in cubic feet (m^3) per revolution. This volume is dependent on the pressure differential across the positive displacement pump.

(x) N = Number of revolutions of the positive displacement pump during the test phase while samples are being collected.

(xi) P_B = Barometric pressure, mm Hg (kPa).

(xii) P_4 = Pressure depression below atmospheric measured at the inlet to the positive displacement pump, in mm Hg (kPa) (during an idle mode).

(xiii) T_p = Average temperature of dilute exhaust entering positive displacement pump during test, $^{\circ}\text{R}$ ($^{\circ}\text{K}$).

(d) For petroleum-fueled vehicles, example calculation of mass values of exhaust emissions using positive displacement pump:

(1) For the "transient" phase of the cold start test assume the following:

$V_o = 0.29344 \text{ ft}^3/\text{rev}$; $N = 10,485$; $R = 48.0$ pct; $R_a = 48.2$ percent; $P_B = 762$ mm Hg; $P_d = 22.225$ mm Hg; $P_4 = 70$ mm Hg; $T_p = 570$ $^{\circ}\text{R}$; $\text{HC}_e = 105.8$ ppm, carbon equivalent; $\text{NO}_{xe} = 11.2$ ppm; $\text{CO}_{em} = 306.6$ ppm; $\text{CO}_{2e} = 1.43$ percent; $\text{HC}_d = 12.1$ ppm; $\text{NO}_{xd} = 0.8$ ppm; $\text{CO}_{dm} = 15.3$ ppm; $\text{CO}_{2d} = 0.032$ percent; $D_{ct} = 3.598$ miles.

Then:

(i) $V_{\text{mix}} = (0.29344)(10,485)(762 - 70)(528)/(760)(570) = 2595.0 \text{ ft}^3$ per test phase.

(ii) $H = (43.478)(48.2)(22.225)/762 - (22.225)(48.2/100) = 62$ grains of water per pound of dry air.

(iii) $K_H = 1/[1 - 0.0047(62 - 75)] = 0.9424$

(iv) $\text{CO}_e = [1 - 0.01925(1.43) - 0.000323(48)](306.6) = 293.4$ ppm.

(v) $\text{CO}_d = [1 - 0.000323(48)](15.3) = 15.1$ ppm.

(vi) $\text{DF} = 13.4/[1.43 - 10 \text{ minus } 4(105.8 + 293.4)] = 9.116$.

(vii) $\text{HC}_{\text{conc}} = 105.8 - 12.1(1 - 1/9.116) = 95.03$ ppm.

(viii) $\text{HC}_{\text{mass}} = (2595)(16.33)(95.03/1,000,000) = 4.027$ grams per test phase.

(ix) $\text{NOx}_{\text{conc}} = 11.2 - 0.8(1 - 1/9.116) = 10.49$ ppm.

(x) $\text{NOx}_{\text{mass}} = (2595)(54.16)(10.49/1,000,000)(0.9424) = 1.389$ grams per test phase.

(xi) $\text{CO}_{\text{conc}} = 293.4 - 15.1(1 - 1/9.116) = 280.0$ ppm.

(xii) $\text{CO}_{\text{mass}} = (2595)(32.97)(280/1,000,000) = 23.96$ grams per test phase.

(xiii) $\text{CO}_{2\text{conc}} = 1.43 - 0.032(1 - 1/9.116) = 1.402$ percent.

(xiv) $\text{CO}_{2\text{mass}} = (2595.0)(51.85)(1.402/100) = 1886$ grams per test phase.

(2) For the stabilized portion of the cold start test assume that similar calculations resulted in the following:

(i) $\text{HC}_{\text{mass}} = 0.62$ grams per test phase.

(ii) $\text{NOx}_{\text{mass}} = 1.27$ grams per test phase.

(iii) $\text{CO}_{\text{mass}} = 5.98$ grams per test phase.

(iv) $\text{CO}_{2\text{mass}} = 2346$ grams per test phase.

(v) $D_s = 3.902$ miles.

(3) For the "transient" portion of the hot start test assume that similar calculations resulted in the following:

(i) $\text{HC}_{\text{mass}} = 0.51$ gram per test phase.

(ii) $\text{NOx}_{\text{mass}} = 1.38$ grams per test phase.

(iii) $\text{CO}_{\text{mass}} = 5.01$ grams per test phase.

(iv) $\text{CO}_{2\text{mass}} = 1758$ grams per test phase.

(v) $D_{ht} = 3.598$ miles.

(4) Weighted mass emission results:

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(i) $HC_{wm} = 0.43[(4.027 + 0.62)/(3.598 + 3.902)] + 0.57[(0.51 + 0.62)/(3.598 + 3.902)] = 0.352$ grams per vehicle mile.

(ii) $NO_{xwm} = 0.43[(1.389 + 1.27)/(3.598 + 3.902)] + 0.57[(1.38 + 1.27)/(3.598 + 3.902)] = 0.354$ grams per vehicle mile.

(iii) $CO_{wm} = 0.43[(23.96 + 5.98)/(3.598 + 3.902)] + 0.57[(5.01 + 5.98)/(3.598 + 3.902)] = 2.55$ grams per vehicle mile.

(iv) $CO_{2wm} = 0.43[(1886 + 2346)/(3.598 + 3.902)] + 0.57[(1758 + 2346)/(3.598 + 3.902)] = 555$ grams per vehicle mile.

(e) For methanol-fueled vehicle with measured fuel composition of $CH_{3.14}O_{0.6}$ example calculation of exhaust emissions using positive displacement pump:

(1) For the "transient" phase of the cold start test assume the following:

$V_o = 0.29344$ ft³/rev; $N = 10,485$; $R = 48.0$ pct; $R_a = 48.2$ percent; $P_B = 762$ mm Hg; $P_d = 22.225$ mm Hg; $P_4 = 70$ mm Hg; $T_p = 570$ °R; $FID\ HC_e = 81.6$ ppm, carbon equivalent; $r = 0.75$; $C_{CH3OHR} = 71$ ug/ml; $T_{EM} = 567$ °R; $A_{CH3OHR} = 3660$; $V_{EM} = 1.18$ ft³; $A_{S1} = 4460$; $AV_{S1} = 25.2$ ml; $A_{S2} = 360$; $AV_{S2} = 24.9$ ml; $T_{DM} = 532$ °R; $V_{DM} = 1.17$ ft³; $A_{D1} = 110$; $AV_{D1} = 25.0$ ml; $A_{D2} = 10$; $AV_{D2} = 25.1$ ml; $C_{FDE} = 20$ ug/ml; $V_{AE} = 5.0$ ml; $Q = 0.1429$; $T_{EF} = 569$ °R; $V_{SE} = 0.30$ ft³; $C_{FDA} = 1$ ug/ml; $V_{AA} = 5.0$ ml; $T_{DF} = 532$ °R; $V_{SA} = 0.31$ ft³; $NO_{xe} = 11.2$ ppm; $CO_{em} = 306.6$ ppm; $CO_{2e} = 1.43$ pct; $FID\ HC_d = 12.1$ ppm; $NO_{xd} = 0.8$ ppm; $CO_{dm} = 15.3$ ppm; $CO_{2d} = 0.032$ percent; $D_{ct} = 3.598$ miles.

Then:

(i) $V_{mix} = (0.29344)(10,485)(762 - 70)(528)/(760)(570) = 2595.0$ ft³ per test phase.

(ii) $H = (43.478)(48.2)(22.225)/[762 - (22.225 \times 48.2/100)] = 62$ grains of water per pound of dry air.

(iii) $K_H = 1/[1 - 0.0047(62 - 75)] = 0.9424$.

(iv) $CO_e = [1 - (0.01 + 0.005 \times 3.14 \times 1.43) - 0.000323(48)] \times 306.6 = 291.9$ ppm.

(v) $CO_d = (1 - 0.000323(48)) \times 15.3 = 15.1$ ppm.

(vi) $C_{CH3OHe} = (3.813 \times 10^{-2})(71)(567)/[(4460)(25.2) + (360)(24.9)] / (3660)(762)(1.18) = 56.60$ ppm.

(vii) $DF = 100/[1 + (3.14/2) + 3.76(1 + (3.14/4) - (0.6/2))]/1.43 + 10^{-4}[(81.6 + 291.9 + (1 - 0.75)(56.60)] + 8.350$

(viii) $C_{CH3OHd} = (3.813 \times 10^{-2})(71)(532)/[(110)(25.0) + (10)(25.1)] / (3660)(762)(1.17) = 1.32$ ppm.

(ix) $CH_3OH_{conc} = 56.60 - 1.32(1 - 1/8.350) = 55.44$ ppm.

(x) $CH_3OH_{mass} = 2595.0 \times 37.71 \times (55.44/1,000,000) = 5.43$ grams per test phase.

(xi) $HC_{conc} = [81.6 - (0.75)(56.60)] - [12.1 - (0.75)(1.32)] / (1 - 1/8.530) = 29.34$ ppm.

(xii) $HC_{mass} = (2594)(16.33)(29.34/1,000,000) = 1.24$ grams per test phase.

(xiii) $C_{HCHOe} = 4.069 \times 10^{-2}(20)(5)(0.1429)(569)/(0.30)(762) = 1.4473$ ppm.

(xiv) $C_{HCHOd} = 4.069 \times 10^{-2}(1)(5)(0.1429)(532)/(0.31)(762) = 0.0655$ ppm.

(xv) $HCHO_{conc} = 1.4473 - 0.0655(1 - 1/8.350) = 1.3896$ ppm.

(xvi) $HCHO_{mass} = (2595)(35.36)(1.3896/1,000,000) = 0.1275$ grams per test phase.

(xvii) $THCE = 1.24 + (13.8756/32.042)(5.43) + (13.8756/30.0262)(0.1275) = 3.65$ grams per test phase.

(xviii) $NO_{xconc} = 11.2 - (0.8)(1 - 1/8.350) = 10.50$ ppm

(xix) $NO_{xmass} = (2595)(54.16)(10.50/1,000,000)(0.9424) = 1.390$ grams per test phase.

(xx) $CO_{conc} = 291.9 - 15.1(1 - 1/8.350) = 278.61$ ppm.

(xxi) $CO_{mass} = (2595.0)(32.97)(278.69/1,000,000) = 23.84$ grams per test phase.

(xxii) $CO_{2conc} = 1.43 - 0.032(1 - 1/8.350) = 1.402$ percent.

(xxiii) $CO_{2mass} = (2595.0)(51.85)(1.402/100) = 1886$ grams per test phase.

(2) For the stabilized portion of the cold start test assume that similar calculations resulted in the following:

(i) $THCE = 0.55$ grams per test phase.

(ii) $NO_{xmass} = 1.27$ grams per test phase.

(iii) $CO_{mass} = 5.98$ grams per test phase.

(iv) $CO_{2mass} = 2346$ grams per test phase.

(v) $D_s = 3.902$ miles.

(3) For the "transient" portion of the hot start test assume that similar calculations resulted in the following:

(i) $THCE = 0.67$ grams as carbon equivalent per test phase.

(ii) $NO_{xmass} = 1.38$ grams per test phase.

(iii) $CO_{mass} = 5.01$ grams per test phase.

(iv) $CO_{2mass} = 1758$ grams per test phase.

(v) $D_{ht} = 3.598$ miles.

(4) Weighted emission results:

(i) $THCE_{wm} = 0.43[(3.65 + 0.55)/(3.598 + 3.902)] + 0.57[(0.67 + 0.55)/(3.598 + 3.902)] = 0.334$ grams as carbon equivalent per mile.

(ii) $NO_{xwm} = 0.43[(1.390 + 1.27)/(3.598 + 3.902)] + 0.57[1.38 + 1.27]/(3.598 + 3.902) = 0.354$ grams per vehicle mile.

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(iii) $CO_{wm} = 0.43[(23.84 + 5.98)/(3.598 + 3.902)] + 0.57[(5.01 + 5.98)/(3.598 + 3.902)] = 2.54$ grams per vehicle mile.

(iv) $CO_{2wm} = 0.43[(1886 + 2346)/(3.598 + 3.902)] + 0.57[(1758 + 2346)/(3.598 + 3.902)] = 555$ grams per vehicle mile.

[54 FR 14535, Apr. 11, 1989, as amended at 59 FR 39649, Aug. 3, 1994]

$$Y_{wm} = 0.43 \left(\frac{(Y_{ct} + Y_s)}{(D_{ct} + D_s)} \right) + 0.57 \left(\frac{(Y_{ht} + Y_s)}{(D_{ht} + D_s)} \right)$$

Where:

(1) Y_{wm} = Weighted mass emissions of each pollutant, *i.e.*, THC, CO, THCE, NMHC, NMHCE, CH_4 , NO_x , or CO_2 , in grams per vehicle mile.

(2) Y_{ct} = Mass emissions as calculated from the “transient” phase of the cold start test, in grams per test phase.

(3) Y_{ht} = Mass emissions as calculated from the “transient” phase of the hot start test, in grams per test phase.

(4) Y_s = Mass emissions as calculated from the “stabilized” phase of the cold start test, in grams per test phase.

(5) D_{ct} = The measured driving distance from the “transient” phase of the cold start test, in miles.

(6) D_{ht} = The measured distance from the “transient” phase of the hot start test, in miles.

(7) D_s = The measured driving distance from the “stabilized” phase of the cold start test, in miles.

(b) The mass of each pollutant for each phase of both the cold start test and the hot start test is determined from the following:

(1) Total hydrocarbon mass:

$$HC_{mass} = V_{mix} \times \text{Density}_{HC} \times (HC_{conc}/1,000,000)$$

(2) Oxides of nitrogen mass:

$$NOx_{mass} = V_{mix} \times \text{Density}_{NO_2} \times K_H \times (NOx_{conc}/1,000,000)$$

(3) Carbon monoxide mass:

$$CO_{mass} = V_{mix} \times \text{Density}_{CO} \times (CO_{conc}/1,000,000)$$

(4) Carbon dioxide mass:

$$CO_{2mass} = V_{mix} \times \text{Density}_{CO_2} \times (CO_{2conc}/100)$$

(5) Methanol mass:

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The final reported test results shall be computed by use of the following formula:

(a) For light-duty vehicles and light duty trucks:

$$CH_3OH_{mass} = V_{mix} \times \text{Density}_{CH_3OH} \times (CH_3OH_{conc}/1,000,000)$$

(6) Formaldehyde mass:

$$HCHO_{mass} = V_{mix} \times \text{Density}_{HCHO} \times (HCHO_{conc}/1,000,000)$$

(7) Total hydrocarbon equivalent mass:

$$THCE_{mass} = HC_{mass} + 13.8756/32.042 \times (CH_3OH_{mass}) + 13.8756/32.0262 \times (HCHO_{mass})$$

(8) Non-methane hydrocarbon mass:

$$NMHC_{mass} = V_{mix} \times \text{Density}_{NMHC} \times (NMHC_{conc}/1,000,000)$$

(9) Non-methane hydrocarbon equivalent mass:

$$NMHCE_{mass} = NMHC_{mass} + 13.8756/32.042 \times (CH_3OH_{mass}) + 13.8756/32.0262 \times (HCHO_{mass})$$

(10) Methane mass:

$$CH_4_{mass} = V_{mix} \times \text{Density}_{CH_4} = (CH_4_{conc}/1,000,000)$$

(c) Meaning of symbols:

(i) HC_{mass} = Total hydrocarbon emissions, in grams per test phase.

(ii) $Density_{HC}$ = Density of total hydrocarbon.

(A) For gasoline-fuel, diesel-fuel and methanol fuel; $Density_{HC} = 16.33$ g/ft³ – carbon atom (0.5768 kg/m³ – carbon atom), assuming an average carbon to hydrogen ratio of 1:1.85, at 68 °F (20 °C) and 760 mm Hg (101.3 kPa) pressure.

(B) For natural gas and liquefied petroleum gas-fuel; $Density_{HC} = 1.1771$ (12.011+H/C (1.008)) g/ft³ – carbon atom (0.04157(12.011+H/C (1.008)) kg/m³ – carbon atom), where H/C is the hydrogen to carbon ratio of the hydrocarbon components of the test fuel, at 68 °F (20 °C) and 760 mm Hg (101.3 kPa) pressure.